

Mails.



STEAM FOR
SINGAPORE, PENANG,
COLOMBO, ADEN, PORT SAID,
MARSEILLES, MALTA,
GIBRALTAR, BRINDISI, PLYMOUTH,
AND LONDON;
ALSO,
MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, TRIESTE, HAMBURG, NEW YORK AND BOSTON.
SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship **PESHAWAR**, Captain L. H. MOULT, will leave for LONDON direct, via SUEZ CANAL and usual Ports of Call, on SATURDAY, 23rd August, at Noon. Cargo will be received on board until 4 p.m.

Parcels and Spades (Gold) at the Office until 4 p.m. on the day before sailing. For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading. Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN, Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, August 13, 1888 1344

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA

THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship **DUKE OF WESTMINSTER**, 3,720 Tons Register, Turner, Commander, will be despatched for YANCOUVER, B.C., and SAN FRANCISCO, via KOBÉ and YOKOHAMA, on WEDNESDAY, the 23rd August, at 3 p.m.

To be followed by the S.S. **PARHIA**, on the 15th September, and S.S. **ABYSSINIA**, on the 4th October. Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—
To Vancouver & Victoria, Mex. \$160.00
To San Francisco, " 175.00
To all common points in Canada and the United States 230.00
To Liverpool 300.00
To London 300.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application. Consular Licenses to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C. Freight will be received on board until 4 p.m. on the 23rd August.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing. For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.
Hongkong, August 18, 1888. 1378

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship **CITY OF NEW YORK** will be despatched for San Francisco via Yokohama on WEDNESDAY, the 23rd Inst., at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama, and other Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers. First-class Fare granted as follows:—
To San Francisco 200.00
To San Francisco and return 250.00
To Liverpool 325.00
To London 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same to be required.

Consular Licenses to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

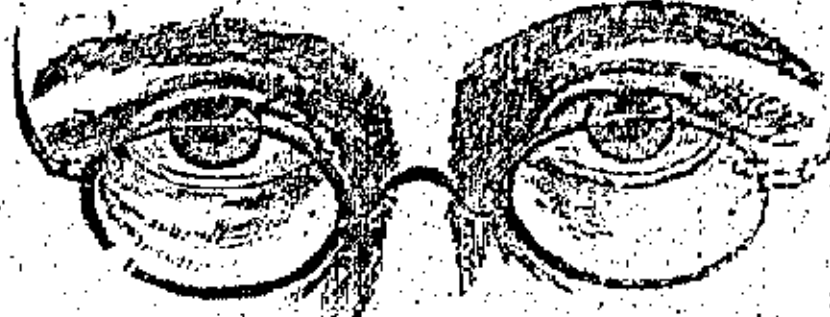
For further information as to Passage and Freight, apply to the Agent of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, August 8, 1888. 1325

Intimations.

IMPAIRED VISION.

LAWRENCE & MAYO'S PATENT SPECTACLES



MR. LAWRENCE is now in Hongkong and may be CONSULTED at the HONGKONG HOTEL (Room No. 20), daily from 8 a.m. to 6 p.m.

CONSULTATIONS FREE.

SPECTACLES FOR BLINDNESS.

VISION is justly described as the most important of our senses, and its loss is regarded as one of the greatest afflictions to which mankind is subject.

It is, therefore, of paramount importance that we should carefully use our sight whilst perfect, and that when, unfortunately, the help of Spectacles is felt to be necessary, the utmost care should be taken in the selection of them.

The late eminent Oculist, Dr. Soelberg Wells, testified that he had no hesitation in stating that the highest plan of selecting Spectacles employed by him, Oculists were frequently attended by serious consequences; that eyes were often permanently injured, which might, by skillful adaptation of glasses, have been preserved for years.

S. R. CHRON, Esq., F.R.C.S., Barrister-at-Law, Singapore.

Writes:—
I have used Glasses for twenty years, and have no hesitation in saying that, those supplied me by you are the best I have ever worn. I wear them with much satisfaction and comfort, and find the frames are especially convenient.

To Messrs. LAWRENCE & MAYO, Hotel d'Europe, Singapore.

LAWRENCE & MAYO, OPTHALMIC OPTICIANS.

(Opticians to the Principal Ophthalmic Surgeons in Hongkong.)
Office:—Old Bond Street, LONDON.
3 & 4, Huro Street, CALCUTTA.
22, Rampart Row, BOMBAY.
Hongkong, July 23, 1888. 1232

MOORE'S GOGO SHAMPOO WASH.

THIS WASH HAS PROVED ITSELF TO BE THE BEST PREPARATION EVER PREPARED FOR THE PUBLIC.

THE Basis of this compound is made of Gogo Root. The natives of the Philippine Islands never use anything else for washing their hair; you never see them bald, and it is quite common to see the females with hair from 6 to 8 feet long. By using this SHAMPOO WASH as directed, you will never be bald. The Proprietor offers the Wash to the public, being entirely confident that by its restorative properties it will surely arrest decaying hair, completely eradicate scurf, dandruff, and cure all diseases of the scalp; it does not contain any poisonous drugs, but, by its cooling properties, it always relieves itching and fever of the scalp.

Mr. Moore has succeeded in being able to put this Wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.

CAMPBELL, MOORE & Co., Ltd., Under Hongkong Hotel.
Hongkong, May 17, 1888. 810

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS DISCHARGING BOMBAY COTTON AND COTTON YARN at the KOWLOON WHARVES will have FREE STORAGE for 14 days from arrival, after which a Rent of 3 CENTS per bale per month will be charged.

ISAAC HUGHES, Secretary.
Hongkong, November 7, 1887. 2148

INSURANCES.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents.
Hongkong, July 15, 1887. 1340

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co., Agents.
Hongkong, January 1, 1882. 14

To-day's Advertisements.

CANADIAN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
S.S. PORT ADELAIDE, FROM SAN FRANCISCO, VANCOUVER, YOKOHAMA, KOBÉ AND NAGASAKI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from on alongside.

Cargo impeding the discharge of the Vessel will be loaded and stored at Consignees' risk and expense.

ADAMSON, BELL & Co., Agents.
Hongkong, August 21, 1888. 1391

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHANG, TIENSIN, HANKOW and Ports on the YANGTSE.)

The Co.'s Steamship **JASON**, Capt. MILLIGAN, will be despatched as above on

WEDNESDAY, the 23rd Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 21, 1888. 1395

To-day's Advertisements.

PUBLIC AUCTION.

FRIDAY.

THE Undersigned has received instructions to Sell by Public Auction, on

the 24th August, 1888, at 2 p.m., at his Sales Room, Queen's Road, 2 SILVER TEA SETS, MASONIC REGALIA AND SUNDRY MEDICAL AND OTHER BOOKS.

Belonging to the Estate of the late Dr. Wm. YOUNG.

Also, THE STOCK-IN-TRADE, Belonging to the Estate of E. & G. HEYMANN, Bankrupt, comprising:—

SILK, SATIN, EMBROIDERED DRESSES, SUMMER FANCY DRESS MATERIAL, WHITE FANCY MUSLIN, PRESS WHITE LACE, LINING STUFF, WADDING WHITE and BLACK, TANNED and UNTANNED HATS, ASSORTED SUEX HANDS, and LACES, ARTIFICIAL FLOWERS, &c., &c.

And SUNDRY OTHER GOODS.

Trans of SALE.—As customary.

J. M. ARMSTRONG, Auctioneer.

Hongkong, August 21, 1888 1396

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBÉ.

(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s Steamship **Malacca**

will leave for the above places on THURSDAY, 23rd Instant, at Daylight.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, August 21, 1888. 1390

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship **Japan**, Captain T. S. GARDNER,

will be despatched for the above Ports, on TUESDAY, the 23rd Instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, August 21, 1888 1392

FOR YOKOHAMA AND KOBÉ.

The Departure of the Steamship **Electra**, Captain J. MILLER,

for the above Ports, has been unavoidably POSTPONED until further Notice.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, August 21, 1888. 1393

To-day's Advertisements.

FOR SHANGHAI.

The Steamship **PHILIP**, Captain G. HEYMANN,

will be despatched for the above Port on THURSDAY, the 23rd Instant, at 4 p.m.

For Freight or Passage, apply to SIEMSEN & Co. Hongkong, August 21, 1888. 1394

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

C. C. CHAPMAN, American ship, High-born.—Pusan & Co.
HYPER, German steamer, Capt. Dethlefsen.—Siemssen & Co.
LUCIA, British barque, Captain David Wood.—O'Brien.

PORT ADELAIDE, British steamer, F. West.—Adamson, Bell & Co.

SHIPPING.

ARRIVALS.

August 20, 1888:—
Phra Chom Klao, British steamer, 1,011, J. Fowler, Bangkok August 14, General.—Yuen Fat Hong.
Lucia, British steamer, 514, A. A. McCall, Manila Aug. 17, General.—RUSSELL & Co.

Phra Chom Klao, 1,228, Swans, Kutchinotzu August 13, Coal.—Mitsui Bussan Kaisha.
Port Adelaide, British steamer, 1,763, F. West, San Francisco July 13, Vancouver (B.C.) 20, Yokohama August 8, Kobe 11, and Nagasaki 15, General.—ADAMSON, BELL & Co.

Esper, British gunboat, 460, R. Y. Smith, from a cruise.
Kwang Kap, Chinese gunboat, from a cruise.
Peking, German steamer, from Whampoa.
Kusang, British steamer, from Whampoa.

Benglo, British steamer, 1,191, R. Parquhar, Foochow August 19, 4.40 p.m., Tea.—GRAN, LAYARD & Co.
Gloucester, British steamer, 1,382, W. T. Hannah, Shanghai August 18, Amoy 19, and Swatow 20, General.—BUTTERFIELD & SWIRE.

Canlon, British steamer, 1,110, J. Bremner, Shanghai August 16, and Swatow 20, General.—ADAMSON, BELL & Co.
Den Juan, Spanish steamer, 654, M. Marquez, Manila August 16, and Amoy 20, General.—BRANDAO & Co.

DEPARTURES.

August 21:—
Glendora, for Hongkong.
Morris, for Haiphong.
Kildare, for Surabaya.
Kwang Lee, for Shanghai.
Velo, for Chiofo and Newchwang.
Haiphong, for Canton Ports.
Fookang, for Shanghai.

Alvina, for Hoihow and Pakhoi.
Polythymia, for Singapore and Hamburg.
Zambesi, for Saigon.
Deuclon, for Amoy and Shanghai.
Dracheyfo, for Hioho.

Vessels Advertised as Loading.

Destination. Vessels. Captain. Agents. Date of Loading.

Bangkok. Phra Chom Klao (s). Benson. Yuen Fat Hong. August 22, at 2 p.m.
Bremen, and Port of Call. Polythymia (s). W. Schuler. Norddeutscher Lloyd. August 30, at 10 a.m.
Havre, &c., via Suez Canal. Glendora (s). J. W. Smith. Jardine, Matheson & Co. August 23, at 10 a.m.
London, via Suez Canal. Peshawar (s). L. H. Moulle. P. & O. S. N. Co. August 25, at noon.
London, via Suez Canal. Natar (s). Hannah. Butterfield & Swire. August 25, at noon.
Marseilles, and Port of Call. Natar (s). Hannah. Butterfield & Swire. August 25, at noon.
Nagasaki, Kobe and Yokohama. Malwa (s). Hunt. P. & O. S. N. Co. August 23, at daylight.
Port Darwin, &c., via New York (s). G. Heermann. Siemssen & Co. August 25, at 4 p.m.
San Francisco, via Yokohama. Belgic (s). Peking (s). G. Heermann. Siemssen & Co. August 23, at 4 p.m.
Shanghai, via Amoy. Denclon (s). Agnith. Butterfield & Swire. August 22, at daylight.
Shanghai, via Amoy. Japan (s). J. Miller. P. & O. S. N. Co. August 23, at noon.
Singapore, Penang and Calcutta. Lombardy (s). Preston. P. & O. S. N. Co. August 24, at noon.
Straits and Bombay. Fokien (s). Douglas Laprak & Co. August 24, at noon.
Swatow, Amoy and Foochow. Haiphong (s). Harris. Russell & Co. August 28, at noon.
Sydney and Melbourne, &c. Caterburth (s). Darke. Russell & Co. August 28, at noon.
Vancouver (B.C.), via Yokohama. Electra (s). Turner. Adamson, Bell & Co. August 20, at 3 p.m.
Yokohama and Kobe. Electra (s). Turner. Siemssen & Co. Quick despatch.

SHARE LIST.—QUOTATIONS.

Aug. 21, 1888.

Stocks. Not of Shares. Value. Paid up. Position per last report. Balance forward. Last dividend. Closing quotations, Cash.

HONGKONG AND SHANGHAI BANK CORP., 50,000 \$ 125 all \$ 3,000,000 \$ 20,900.51 at 30 for 1 year to Dec. 31/87 157 1/2 prem., buyers

INSURANCES.

North-China Insurance Co., Ltd., 5,000 £ 200 £ 50 £ 100,000 £ 406,132.00 £ 23.65 for 1888 £ 285

Yangtze Insurance Company, Ltd., 8,000 £ 250 £ 50 £ 100,000 £ 3,059,707 £ 7 for 1888 £ 80

Union Insurance Society Co., Ltd., 10,000 £ 250 £ 50 £ 100,000 £ 314,012.56 30/10/1888 £ 80

China Traders' Insurance Co., Ltd., 10,000 £ 250 £ 50 £ 100,000 £ 245,044.20 30/10/1888 £ 80

Union Insurance Office Co., Ltd., 10,000 £ 250 £ 50 £ 100,000 £ 423,307.96 10/10/1887 £ 190

Chinese Insurance Co., Limited, 1,500 £ 1,000 £ 250 £ 28,711.56 £ 123,771.29 5/10/1888 £ 185 nominal

Hongkong Fire Insurance Co., Ltd., 8,000 £ 250 £ 50 £ 100,000 £ 252,343.30 30/10/1888 £ 80

China Fire Insurance Co., Ltd., 20,000 £ 1,000 £ 250 £ 100,000 £ 204,003.90 5/10/1888 £ 78

Singapore Insurance Company, Ltd., 40,000 £ 1,000 £ 250 £ 100,000 £ 17,000

The Straits Fire Insurance Co., Ltd., 20,000 £ 1,000 £ 250 £ 100,000 £ 79,452.52 5/10/1888 £ 85

The Straits Insurance Co., Ltd., 30,000 £ 1,000 £ 250 £ 100,000 £ 76,322.52

STEAMSHIP COMPANIES.

H.K. & C. M. Steamship Co., Ltd., 40,000 £ 1,000 £ 250 £ 100,000 £ 3,695.50 7/10/1888 £ 116 buyers

Douglas Steamship Co., Limited, 20,000 £ 1,000 £ 250 £ 100,000 £ 115.13 8/10/1888 £ 80 sellers

Indo-China S. N. Company, Limited, 18,387 £ 1,000 £ 250 £ 100,000 £ 4,387.59 5/10/1887 £ 15 dis., ex div.

00,000 shares issued, 31,212 £ 1,000 £ 250 £ 100,000 £ 18.55 7/10/1888 £ 115 nominal

China and Manila S. Co., Ltd., 3,000 £ 1,000 £ 250 £ 100,000 £ 10,000

MISCELLANEOUS.

H'kong & Whampoa Dock Co., Ltd., 12,500 £ 1,000 £ 250 £ 100,000 £ 1,901.32 10/10/1888 £ 37 3/4 prem.

H.K. & China Gas Co., Limited, 15,100 £ 1,000 £ 250 £ 100,000 £ 1,627.31 10/10/1888 £ 10 and 3/4 bonus for 1888

New Shares, 1,900 £ 1,000 £ 250 £ 100,000 £ 1,627.31 10/10/1888 £ 10 and 3/4 bonus for 1888

Hongkong Hotel Company, Ltd., 3,000 £ 1,000 £ 250 £ 100,000 £ 678.90 10/10/1888 £ 170

0,000 shares issued, 31,212 £ 1,000 £ 250 £ 100,000 £ 13,741.56 5/10/1888 £ 182

China Sugar Company, Limited, 15,000 £ 1,000 £ 250 £ 100,000 £ 49,600 15/10/1888 £ 80

Hongkong Ice Company, Limited, 5,000 £ 1,000 £ 250 £ 100,000 £ 614.56 5/10/1888 £ 10

Hongkong Bakery Company, Ltd., 600 £ 1,000 £ 250 £ 100,000 £ 129,303.18 None £ 63

Luxon Sugar Company, Limited, 7,000 £ 1,000 £ 250 £ 100,000 £ None £ 10

Perak Sugar Cultivation Co., 5,000 £ 1,000 £ 250 £ 100,000 £ None £ 10

Perak Tin Mining & S'ing Co., 5,000 £ 1,000 £ 250 £ 100,000 £ None £ 10

Panjin & S'ing Co. S'ing Co., 40,000 £ 1,000 £ 250 £ 100,000 £ None £ 10

Minning Co., 10,000 £ 1,000 £ 250 £ 100,000 £ None £ 10

H.K. & Kwong Wah & Godown Co., 17,000 £ 1,000 £ 250 £ 100,000 £ 4% £ 63 prem.

H'kong Rope Manufacturing Co., Ltd., 3,000 £ 1,000 £ 250 £ 100,000 £ None £ 10

A. S. Watson & Co., Limited, 3,800 £ 1,000 £ 250 £ 100,000 £ 411.4 13/10/1887 £ 109 3/4 prem.

A coolie named Ma Shing was brought before Mr. Seymour Smith in the Police Court today, charged with snatching a pair of gold earrings with jade-stone drops from the ears of a Chinaman who was walking in Queen's Road yesterday. His Worship sentenced the defendant to six months' hard labour and two whippings of fifteen strokes each with the ratan.

The foreign merchants of Canton have for long time past suffered the greatest inconvenience, and their trade has been harassed and obstructed in the most persistent manner by the Ikin and other officers at that port. In the face of the worry and annoyance thus caused to the merchants, we cannot but admit the exceedingly moderate tone of the letter addressed to the Foreign Consuls there by the Chairman of the Canton Chamber of Commerce. As a model of the art of putting things, Mr. Rowe's letter is worthy of all admiration, and the Canton Chamber is to be congratulated upon the appearance of such a document. It is satisfactory to learn, from the reply of the Consuls, that their representations have had a good effect, and that in the matter of the interference with foreign-owned goods complained of, such interference has been given up. But the version of this cessation of trouble and interference given by the Chamber's letter does not agree with that put forward by the Consuls. The Chamber puts it that: "As far as regards the landing and shipping of merchandise, at the present moment the obstruction to which I refer is less pronounced than has been the case; but similar intervals of cessation have been noticed in the past, and it appears that at any moment difficulties may again arise and with even more serious consequences than those hitherto experienced." These Ikin rogues seem to have gone so far as to "refuse to recognise permits to ship issued by the Imperial Maritime Customs," and from this it may be presumed that the sore feeling caused amongst the Provincial officials by the withdrawal of many of the dues from Hongkong and Macao is still very much in evidence. If the promise or guarantee given by the Chinese representative at the Hongkong Commission—to reimburse the Provincial authorities the amount of duties thus withdrawn—from them—has been faithfully carried out, then there is no sort of excuse possible for this organized system of extortion that has so long harassed and obstructed the trade in foreign-owned and duty-paid goods in Canton. In a civilized country, where trade is regarded as the life of the nation, such things are rarely heard of and never tolerated. In a country, however, where the officials are almost compelled to steal their salaries from the merchant, these extortions and obstructions are always coming to the surface. Indeed, this is the normal condition of things in the Empire; but when the action is applied to foreign-owned goods, it is "entirely outside of all Treaty regulations" and renders business impossible. The old difficulty with the Transit Pass system is, of course, again referred to; and indeed in the South of China this system may be described as a dead letter. So exceedingly small, comparatively speaking, has been the success of Transit Passes in South China, that practically they have, we believe, been almost abandoned. This matter has naturally been a constant subject of discussion between the Ministers and the Taung-tai Yamen; and we are afraid that the subject will go on being discussed, as that is a favourite Chinese mode of putting off a concession, or even postponing the performance of a solemn Treaty obligation. Indeed, had the Transit Pass privilege been more vigorously insisted upon than it has been, there might now have been less ground for the other grievances of which the Canton Chamber complains. It is not creditable to the Legations at Peking that the "limits of the Port of Canton" have, at this late period, still to be authoritatively laid down. We trust that good will result from this appeal to the body of Foreign Consuls in Canton—who, by the way, are all good men and true.

It is more than probable that Sir J. F. Dickson, at present Colonial Secretary of the Straits Settlements, will be appointed British Resident at Penang, in succession to Sir Hugh Low, who, as previously announced, has virtually retired. The appointment is worth about 3,000 a year.

One of the most absurd rumours says, the *French Echo*, that present current amongst the natives, that the S.S. *Pequet*, which took away the body of late T'ang-General and his family to Tientsin, was fired at and sunk by a French "Man-of-war" close by Tientsin. The natives are still under the impression that foreigners are as barbarous, treacherous, and revengeful as they are.

A LETTER from Peking says that a surprise revenue of 800,000 Taels is remaining from the Shan Hai Kwan Customs, and the Viceroy Li Hung-chang has petitioned the Throne to place it to a reserve fund for torpedoes, batteries, etc., at Port Arthur and other maritime strongholds. The Emperor has referred the question to the Board of Revenue, but it is not yet known if it will adopt the Viceroy's view. —*Shen Pao*.

The *French Echo* says:—It has long been known that there are tigers in the vicinity of the missionary station at Ku Liang where there are now also several foreign residences, but until quite lately these interesting animals have kept a respectful distance. From all accounts their aliveness is gradually waning. One of the missionaries, who is friendly with the natives, and who watched for them, says: "A pig-sty on the premises of a native house now in the occupation of a foreigner was robbed of a fine fat pig last week; the enclosure proving no obstacle. Here is a chance for our big-game sportsmen."

WHICH IS THE HAPPIEST COUNTRY IN EUROPE?—According to Dr. Alfred Vickers the first place belongs to France, chiefly because French families do not exceed manageable dimensions. She says:—"In the first place, with the surplus of women in the United Kingdom, and in Germany amounts to nearly three-quarters of a million and one million respectively, France, in 1891, had a surplus of only 62,000 women, and, as a consequence, marriages are more prevalent in proportion in France than elsewhere, and, curiously enough, the same is true of illegitimate births. Thus from 1825 to 1897 the percentage of illegitimate births was 7.2 in France; 8.2 in Prussia; 10 in Sweden; 11 in Austria; and 22 in Bavaria. France has the lowest birth rate of all European countries, viz., 23.6 per 1,000, against 31 for the United Kingdom, and 38 for Germany. The average number of children to a family is now 3.2 in England and Wales, 2.25 in Scotland, and 0.4 in Ireland. Germany has an average of nearly 5. The average number of children to a family in the several States of Europe, the following numbers in the most productive age, between 16 and 60: in France, 3.73; in Holland, 4.04; in Sweden, 4.04; in Prussia, 4.04; in Austria, 4.04; in the United States, 4.04; in France, of all nations in Europe, has the highest average of ages of the living—namely, 31.06 years; against Holland, 27.76; Sweden, 27.03; Great Britain, 26.9; the United States, 23.1. France, too, has a greater number of persons at the age of 100 than any other country; for out of 60 in France, 30 in Switzerland, 24 in England, 30 in Belgium, 23 in Württemberg, 21 in Prussia; 10 in Austria only 17."

THE *Japan Mail* says:—The verminous process reports much damage from the provinces in consequence of the heavy rains and storms that have swept over the country during the past ten days. In the province of Mino, the results of the downpour culminated on the morning of the 20th in a deluge of rain, which did not only overflowed their banks, and covered the railway track between Tami and Kano, on the Nakasendo line. Not much distress was caused, however, as the lowness of the district has familiarized the inhabitants with inundations. But about 3 o'clock on the morning of the 30th at the Oshima embankment on the Ibi-kawa river in three places, and the surrounding country, including the city of Ogi and numerous adjacent villages, were converted into a sheet of water. Great consternation prevailed among the people. Some fled to the east of Ogi, and some took refuge in the trees. The prisoners in the jail had to be rescued to the castle. At Ogi telegraph office the water rose to a height of 3 feet above the floor, and in the streets of the city the depth of the flood at one time reached ten feet. Fortunately, this extreme condition was not long maintained, and the neighbouring villages were not swept away, and the number of persons drowned and missing is 100. The police succeeded in rescuing over 70 people from imminent danger of drowning and are now giving relief to nearly 500 destitute. On the 30th, between Tami and Kano, about 6 miles of houses were said to have been torn up or damaged so as to prevent the passage of trains. Experts were promptly on the spot from the Osaka railway office.

In these days, when the facilities of communication give to most nations a certain cosmopolitan element, the legal aspects of citizenship are of interest, and sometimes of practical importance. Recently the Chinese (Yip, Chan King and Chan Fao) in the United States Circuit Court for a writ of *habeas corpus*, and the matter was solemnly argued. The facts of the case were not disputed, and it was admitted that Mrs. Chan King was born in San Francisco twenty years ago, and her sister, Miss Chan Fan He, in Portland, land had been married to a Chinese. Their father was a Chinese merchant who had lived in the United States for a quarter of a century, and seven years ago his wife and two daughters had come to China to stay as they were pleased. The elder of the two sisters had been married to her husband, a Chinese merchant in Portland, and had brought over with her the youngest sister. The District Attorney, not being able to invalidate the testimony, contended that by going to China to stay as long as they pleased, but the Court very sensibly decided against that contention. Judge Deady even said that if a child can be deprived of its status as a citizen of the country of its birth by any act of its parents. Should these Chinese-Americans have off-spring, their children will be natural-born citizens of the United States and as such constitutionally eligible for the Presidency. There is, however, a considerable interval between the *de jure* possibility and the *de facto* probability of such an event, at all events until the Caucasian is played out.

At Tsu-pu Hing, near Foshan, Canton Province, a snake-catcher, having previously filled his mouth and smeared his hands with some sort of drug, inserted his hand into a rock in a rock which had been indicated to him by a peasant, and dragged out a poisonous snake three inches in diameter and long, which, when he submitted to have its neck held and its poison fangs removed by his captor. On being questioned what secret he employed, he said, "All living beings have something which they have and fear; I have discovered what the snakes fear, and I strike them with that preparation." At Canton, the women, at least, firmly believe that a centipede will become so paralyzed with fear if they keep on repeating to it that a fowl is coming, that it can neither escape nor do them any injury, but will lie quietly to be crushed to death. —*Hu Pao*.

It is stated that the heaviest loss the native teamen will have to stand, is in Soochow, owing to the enormous prices they paid for the second and third crops up country. With the discouraging, or we may say disastrous news about such crops in the London Market, prices for Soochow must go rather lower than those of last year, before sales to any extent can be effected in this market. The firmness shown by the teamen is just as false as that shown in all their dealings, and if it last all our next Saturday's sale, it can scarcely be kept up till the 15th of the 8th month, when they must take what is offered by foreign merchants, and we fear that they will then raise the price for rope, boiled opium, and coffins, for they will certainly be a large demand for these articles. Let the foreign merchants countenance as they are at present, and we can predict that a good result will yet turn up for the present season, and greatly improve the prospects for season 1899. —*Goodwin Echo*.

It is proposed to establish an "Asylum for the Ugly" in Massachusetts. The institution is intended to be a refuge for those of both sexes whose personal appearance is so forbidding that they have no reasonable prospect of ever finding the kind of affection that leads to matrimony. A mere absence of good looks will not be considered sufficient qualification for admission to the asylum; only the "hopelessly hideous" will be deemed eligible for admission. Candidates must not be under thirty nor over sixty years of age, nor will the doors of the asylum be open to the absolutely deformed. The benevolent promoters of the scheme entertain the notion that "beauty is very much a matter of comparison." They believe the ugly, when they are surrounded by the well-to-do, will discover in each other charms that fail to be recognized when they mingle with those more favoured by nature than themselves. Under any circumstances it is anticipated that the sympathy engendered by mutual ugliness will develop into love, and that the well-to-do will lead in many instances to a closer union attended by the happiest results.

A NEW FRENCH SERVICE OF STEAMERS.—The French newspapers announce that, as the outcome of fresh agreements come to the Compagnie des Messageries Maritimes and the State, alterations are about to be made in the Australian line of steamers, and fresh services are going to be created with Madagascar, Zanzibar, and India. The steam *Le Capitaine* will start from Marseilles on Aug. 1 to inaugurate the new line of the Compagnie des Messageries Maritimes, and will call at Port Said, Suez, Aden, Mahé, King George's Sound, Adelaide, Melbourne, Sydney, and Nouméa. Both going and returning there will be a connection at Mahé for Réunion and the Mauritius. Moreover, upon the return voyage, the Australian mail, with a new line to Kurrachee and Bombay. It may be added that in future the Australian mail will leave Marseilles not every fourth week, but on the 1st of each month. Upon Aug. 12 the new line of steamers to Madagascar, with the following itinerary: Port Said, Suez, Aden, Zanzibar, Mayotte, Nouméa, Diego-Suarez, Ste. Marie, Tamatave, Réunion, and the Mauritius, will be started, and on the outward voyage there will be a connection at Aden for Kurrachee and Bombay. After finishing at the Mauritius the steamer will return to Port Said, Suez, Aden, Zanzibar, Mayotte, Nouméa, Diego-Suarez, Ste. Marie, Tamatave, Réunion, and the Mauritius. The return voyage will be made from Réunion, the steamer calling at the same ports as on the outward voyage. These alterations will shorten the voyage to Australia and open up direct communications with China, India, and Japan, besides creating a new service to India.

SUNDAY LABOUR IN GERMANY.—Industrial Germany has reached such a pass in the prosecution of its enterprises that the practice of dividing the Sunday from the rest of the week has become the exception rather than the rule. So prevalent is the desire to work on Sunday that the Imperial Government has been making an inquiry all over the empire with a view to considering the propriety of regulating Sunday labour by legislation, and the results of the investigation have been forwarded to Washington by the United States Consul at Leipzig. The most complete statistics were gathered in Prussia, and these will afford doubtless a fairly accurate view of the subject. Some 500,155 establishments of all kinds in the thirty Prussian administrative districts, employing 1,989,000 hands, appears that 338,430 establishments, or 67.7 per cent., employ 663,000 hands, or 42.2 per cent., work on Sundays, while the remainder do not. The larger establishments, as a general rule, do less Sunday work than the smaller ones. In the Prussian provinces the practice of labouring seven days a week is even more prevalent. Here 77.6 per cent. of the establishments and 77.8 of the labourers are so employed. Such is the condition of things in Prussia, by far the most extensive and important State of the empire. Saxony, on the other hand, prides itself on the fact of its abstaining from Sunday labour. But this is an exception to the general practice over the empire. The figures are certainly startling, doubly so when we consider that the German labourer works more hours a day by three and five than does the Englishman. The whole of the Empire seems to be in the direction of harder work and longer days, and weeks, and to what end? The German labourer is more poorly paid than the English labourer. In the toll of fourteen hours a day and seven days a week he reaps a less reward than does the latter. He has a day of work a day, and less than six a week. And how much richer materially is the nation because of it all! —*Springfield Republican*.

THE case of Queen Natalie does not stand alone in the history of royal divorces. There have been three Royal divorces, but perhaps the lot of none of them was so painful as that of the young Queen of Serbia. The first Sovereign who was divorced from his wife was Napoleon. He abandoned Josephine Bonaparte in order to marry the Archduchess Marie Louise. As there was no real cause for the divorce, it was put forward on behalf of the Emperor that the marriage was celebrated by a Republican priest only, and therefore it was not valid according to the laws of the Church of Rome. The excuse was a very weak one. Pope, on the other hand, gave a dispensation *a ratum* to all marriages celebrated since 1789; but the Emperor's wish was at the time the supreme law for the episcopal consistory in Paris, and the divorce was granted on payment of a certain sum. The Emperor's wish was at the time the supreme law for the episcopal consistory in Paris, and the divorce was granted on payment of a certain sum. The Emperor's wish was at the time the supreme law for the episcopal consistory in Paris, and the divorce was granted on payment of a certain sum.

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Mails.

NORDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA, ANTWERP,
BREMER, HAMBURG,
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SEA & BALTIC PORTS;
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PORTS.

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AND LOGAGE.

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and CARGO, will leave this port as above,
calling at Genoa.

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Value of Packages are required.

The Steamer has ample Accommodation
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Hongkong, August 4, 1888. 1306

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MADRAS, CALCUTTA, ADEN, SUEZ,

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BLACK SEA PORTS, ALEXANDRIA,

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ATLANTIC & OTHER CONNECTING

STEAMERS.

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Runs Daily as a Ferry Boat between

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following hours:—This Time Table will

take effect from the 1st JUNE, 1888.

LEAVES KOWLOON. LEAVES HONGKONG.

6.00 A.M. 6.30 A.M.

6.45 " 7.00 "

7.30 " 7.45 "

8.00 " 8.15 "

8.45 " 9.00 "

9.15 " 9.30 "

9.45 " 10.00 "

10.15 " 10.30 "

10.45 " 11.00 "

11.15 P.M. 11.30 P.M.

12.00 " 1.00 "

1.30 " 1.45 "

2.00 " 2.15 "

2.30 " 2.45 "

3.00 " 3.15 "

3.30 " 3.45 "

4.00 " 4.15 "

4.30 " 4.45 "

5.00 " 5.15 "

5.30 " 5.45 "

6.00 " 6.15 "

6.30 " 6.45 "

7.00 " 7.15 "

7.45 " 8.00 "

* There will be no Launch on Monday

and Friday, on account of coaling.

The above Time Table will be strictly

adhered to, except under unavoidable cir-

cumstances. In case of stress of weather,

due notice will be given of any stoppage.

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A WEEKLY JOURNAL FOR THE HOME MAIL.

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the various Ports in China and Japan,—

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cerned with China or Japan is desirous of

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and Social Manners and Customs, etc., etc.,

of China, Japan, Mongolia, Tibet, and the

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partment has been taken, and the Review now

carries papers on Trade, Commerce, and

Descriptive notes of Travel by well-known

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the scope of the Review in this direction,